No Code

VF 106-23

~~TOP SECRET~~

(b)(1)
(b)(3)-50 USC 403
(b)(3)-P.L. 86-36

EXTRACTS FROM TICOM/I-31

DETAILED INTERROGATIONS OF DR. HUETTENHAIN, FORMERLY HEAD OF RESEARCH SECTION OF OKW/CHI.

55. TYPEX. Asked whether Typex machines had been captured he stated that he had seen one which was captured in Normandy without drums. A standing order was issued for drums but he thought that none were captured. No captures were made as far as he knew in N. Africa.

56. Asked what initial studies were made on Typex he replied with a fairly accurate description of the machine but was uncertain whether there were five or six wheels. No mention of a plugboard was made. The Commercial Enigma was breakable with known drums and a crib. Multiplying these difficulties by 676 made them too large to be worth considering while the crowning blow was wheel orders, 5 wheels from 10 or 20. The Indicator System was not studied by OKW at all; he knew nothing of OKH's work on Typex and as far as he knew no intelligence was available purely as a result of studying the Indicator System independently of the cipher.

Enc. (B) 20G Nr. 00084 Pro
dtd 12 Mar. 1946

EXTRACTS FROM TICOM/I-31

DETAILED INTERROGATIONS OF DR. HUETTENHAIN, FORMERLY HEAD OF RESEARCH SECTION OF OKW/CHI.

60. Captured American Mustang apparatus of this type ((R/T scrambler - Ed.)) had remained unrecognised as such on a German airfield where everyone played with it, for six months before it reached OKW Chi. There was no difficulty in principle in deciphering this traffic; but the key changed for each flight and he thought it unlikely that a result would be produced within the two hours of a flight; it was considered as a long-term project. The same key was repeated every one or two seconds. The receiving apparatus could be adjusted progressively until the contents were extracted by the selection of the human ear - this could be done without solving the traffic. He thought there were ten or twenty heads.

95. Work on U.S. non-morse traffic. He said that no work had been done at OKW/Chi on U.S. non-morse traffic. HWA had a group working on the interception of special transmissions, including Multiplex, Duplex, Baudot and "VERDUN" and the intercepts were passed to OKW/Chi in ordinary letter or digit form. OKW/Chi itself was not concerned with intercept problems.